

Tennessee T's



Model T Ford Club

Newsletter

August 2016



A message from Gary Tillstrom, our President:

A special thanks to Ricky and Vandy Williams for hosting a tour this September in Waverly. I know everyone has been busy this year and life takes over, this is our only tour this year. Let's each pair up with your closest chapter member and look into offering up a tour next year. We will have our chapter meeting at this tour and also at the Christmas party. It would be great if we could have a committed spring tour before our weekend in September is over. It will be fun, keep your fingers crossed that the heat leaves us and the rains hold back. See you in Waverly. Gary

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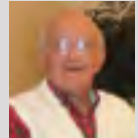
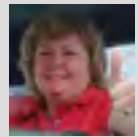
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WANTED

Calendar Pictures....a few more Model T photos are needed to fill the 2016 Model T calendar.

Send your high resolution photo to Carolyn Williams barnbb@waverly.net .

Seasonal photos are requested. Please, no people in the picture.

Tours and Events

Contact Gary Tillstrom, our club President, if you have a tour planned to be sure the date is still open.

gtillstrom@aol.com

CLUB TOUR [Tour Brochure](#) Link will be removed after tour

Ride Along With the Tennessee T's, a riverboat ferry crossing is planned on Friday, weather permitting.

When? Arrive Sep 8, Tour Sep 9 & 10, Depart Sep 11.

Where? Hurricane Mills, TN

Accommodations?: Use code word "Tennessee T's" for group rate. **Holiday Inn Express** (main), 15368 Hwy. 13 South, Hurricane Mills, Tennessee (931)296-2999 (no pets), or **Quality Inn** (pet friendly), 15542 Hwy 13 South, Hurricane Mills, TN

RSVP: so Ricky Williams will know you are coming

rwilliams@click1.net. Come for 1 day or 2.

August 13, 2016, Foot Race at the Ford Plantation, Savannah, GA

Sept. 3, 4, & 5, 2016, Labor Day weekend, The Flatland T's of Kansas, has sent word of a tour headquartered in the historic town of Council Grove, Kansas. For details contact verneshirk@yahoo.com.

SEPTEMBER 2-4, 2016, Model T Ford Club of Northwest Ohio, 28th Annual All Ohio Model T Jamboree.

Details: www.nwo.modelt.org/jamboree.html

September 9-12, 2016, Old Car Festival, Dearborn, MI

SEPTEMBER 18, 19, 20, 21, 2016, MOUNTAIN STATE

T'S OF WEST VIRGINIA 2016 MODEL T FALL TOUR
MOUNTAINSIDE CONFERENCE CENTER, BETHANY, WV. If you have any questions or need more information please contact Jim Bowery jambowery@frontier.com.

October 2, 2016 Farmington Elementary Father-Son "Show and Shine" Car Show...Free entry!

- **When:** Sunday Oct 2nd, 3:00-5:00 pm
- **Where:** Farmington Elementary, 2085 Cordes Rd, Germantown, TN 38139
- **For more info:** Toni Nygren fespublicity@hotmail.com

October 5-8, 2016 Hershey AACA Swap Meet Hershey, PA.

October 23-28, 2016, Etowah, TN Fall Tour.

Contact George and Ramona Akin for details hora7@aol.com.
Tour Chilhowee Mountain, The Lost Sea, Sweetwater Cheese Farm, Tellico Plains, Bald River Falls, and much more. Limited enrollment.

For Sale

For sale- 1930 Model A, took off the frame and complete restoration, great riding and driving car. Would consider trade for a nice Model T. For more details, contact Carson Dean pluitt5@gmail.com.



Want to buy 1926-27 roadster body or project car with good body. rwilliams@click1.net
Ricky Williams

**The Tennessee T's
now has a
WEBSITE**

<http://tennesseets.weebly.com/>

Our website features

- **Newsletters from the past**
- **Video clips**
- **New member application form**
- **Safety form for tour participation**
- **Photos**
- **Much more!**

My Speedster Build

by

Dennis Plank

I have had racing in my blood since I was a small boy. Dad got us a quarter midget for Christmas in 1959 when my twin brother and I were 7 years old and we raced for several years. I quit when we outgrew that car, but he got into go karts and still races and builds engines to this day.

I guess my need for speed was the reason I wanted to build a Model T speedster. I didn't want to modify a good car. I wanted to use parts of cars and combine them into something. I didn't really have a picture in my mind of what I wanted either, so I decided to start with the engine and see what developed.

I had been over to Ricky Williams' shop many times and seen a couple of engine blocks half-buried in his scrap pile. When I say buried, I mean in dirt. There was one block that looked to be a 26/27, so I asked Ricky what he wanted for it. When he asked me what I was going to do with it, I told him I was going to make it run. He sort of got a chuckle out of that.

This is the engine I started with.



I finally got it all apart and cleaned up. I took the block to the machine shop in Union City to have it bored, valve seats inserted, valve guides reamed, and the block decked. He has done a good job for me in the past and I wasn't disappointed this time either.

This is the first engine that I poured and line bored the main bearings. Everything went pretty well and I had a lot of fun doing it. I had watched all the videos I could find on Youtube and read some other articles. My plan was to bore the bearings right to dimension then lap the clearance in with Timesaver. But, I got down to where I only had 0.001" left to bore out, which means moving the cutter out half that and I chickened out. That meant I had a lot of extra lapping to do. The Timesaver worked great, though, and I ended up with a nice finish and the 0.0015" clearance that I was shooting for. I made the investment in the equipment and tooling to pour and line bore the babbitt main bearings, so if anyone needs it done, maybe we can get together and work on it.

I assembled it with a Scat crank, Chaffins 0.280 cam, custom 7-5/8" long billet rods, Yamaha 650 short skirt pistons, Ford 351 Cobra valves, and a Prus head. We cc'd the head, and with the pistons I was using, only had a 4.9 to 1 compression ratio, so we inserted plates in the combustion chamber above the pistons to raise the compression ratio to a true 6.5 to 1. The idea of the long rods is two fold. One is to slow the piston down at the top of the stroke. This means the piston won't be as deep in the hole when the intake valve opens, giving it a bigger charge. The other thing it does is reduce the thrust angle of the rod against the crank throw. That means more power transferred to the crank and less stress on the crank. All the internal components were balanced, including the flywheel and transmission drums and gears. No internal magneto lightened the flywheel with the magnets removed and slingers installed. I also used one of the high volume hogs head oil lines that uses a 5/8" hose to the front of the pan. It moves a lot of oil! I added a dual exhaust manifold, high volume intake manifold, and am currently running a Stromberg RF carb I had, although I have a modern 36mm Mikuni round slide carb I would like to put on it. I think the Stromberg is holding it back some.



I was able to get a decent deal on a rolling chassis to use, so while I was waiting on engine parts, I worked on the chassis. I made a lowering bracket for the front that lowered the frame 4" and moved the axle forward 2-3/4". Then I bent the ends of the bottom spring leaf to get another inch for a total of 5" of drop. On the rear, I replaced the rear cross member with one that had a higher arch, then Z'd the frame to get 5" there, too. I found four nice Model A spoke wheels on Craigslist and had my brother make the adapters on his CNC milling machine out of billet aluminum.

To build the body, I made a plywood firewall, then started with 2 poplar boards running the length of the frame to behind the rear cross member. I had some old oak table boards I used for a dash board and floorboards.



Then I just started cutting and holding up pieces to see if I liked the way they looked. Seems like a pretty haphazard way to do things. Especially for someone like me with an engineering background. You'd think I would have at least had a sketch, but that's one nice thing about retirement. I only answer to myself! OK, not exactly true. I'm still married.

When I got what I thought I wanted, I made paper patterns for the sheet metal to cover the wood frame. Putting the sheet metal on went a lot easier than I thought it would, but I ended up with raw edges around the cockpit area that I had to deal with. I gave that a lot of thought and did some research on the forum to see what others had done, and came up with a plan. I ended up using an abrasive cut-off wheel in an air motor held in a wooden fixture to split long pieces of 1/4" copper tubing the full length. I pushed the slit in the tubing over the sheet metal edge and soldered it into place. It worked out well, and made a nice, safe edge.



Next came the body work, and I am not a paint and body man. I filled all the nail holes, and got it primed and painted. I am not at all satisfied with the paint job, so I will probably have to get someone to help me with that part.

The first drive was a lot of fun. The engine is very strong and sounds great with the two open pipes. I am still breaking it in, but did get brave and got it up to 54 MPH last week. It's amazing how smooth a well balanced engine runs. I still have to do some work on the steering. It's a little scary, one because it is so light, and it has 4 to 1 steering gears, so I want to get a 5 to 1 set up to put in it. I think that will help.

In this picture, I haven't yet installed the windshield or hood, and I don't have the seat in it. The windshield is a 26/27 open car windshield that I found at Chickasha and cut down. I am just using the top two panels of the hood, so the sides will be open. I had a lot of parts just given to me by friends, and I want to thank them for the help. If it wasn't for their generosity, I would still be wishing I could drive it instead of actually driving it.



Note from the editor:
Special thanks to
Dennis Plank
for submitting this
article

“Who Can Identify This” OR Is this really legal?

As the newsletter editor I get all kinds of submissions to use in the next newsletter, and I'm proud that we have such generous members.

An anonymous member sent me this photo. Can you spot the Ford parts in the photo?

This anonymous member, it seems that he has a close friend in Indiana, who is also a member of our club, used some genuine FORD parts to repair his kitchen sink at home. The person who submitted the photo wanted me to give my opinion as to the legality of the use of Henry's product for such a purpose and also wanted to know if it is an ethical application. I attempted to reply to the sender, but the email bounced. 🐱

Study the photo. What do you think?



Note from the editor:
Special thanks to
Anonymous
for submitting this
article

Pay attention to the little voice in your head- by Tom Moorehead

While preparing our '27 Roadster for the Bluegrass Back Road T's Corydon tour this spring, I always try to check most all components on the car we intend to drive before loading the car on the trailer. This time it was the 27 Roadster.

After checking the normal stuff, like oil, tire air, radiator level, lug nuts and steering, I decided to go fill the gas tank up, so as not to have to do it upon arrival in Corydon. While out and about, I notice that the brakes and clutch needed some minor adjustment, and so when I returned home, I went about making those adjustments.

Upon removing the transmission cover plate, I notice a nearly complete rivet laying in the filter screen. It was one of this Ah Ha moments, whereas I knew where the rivet should have been. The rivet showed no indications of having ever been installed. But because this motor had been in the car and driven several miles over the past 3 years, it was unlikely it had been left in the pan and had been "hiding" for all of this time.

While disappointed about not being able to drive this "favorite" car on the tour, I decided to park it and leave it home, as this was the day before the tour and I had no time to find the exact drum where the rivet went missing. Another car, our 24 touring, was substituted, and after a "pre-flight" inspection, all was good.

After the tour and because of my work schedule, I was not able to remove the engine and diagnose the problem immediately.

Since the tour the first week of June, I was finally able to get to the garage and get the problem child torn down the weekend of June 25th. Of course, this would mean a tear down to the point of the short block being the only intact component in one piece.

I determined the rivet came out of the reverse drum, with all remaining rivets being loose, too. Further inspection showed a cracked reverse drum. Other components had to be replaced, in order to get the transmission back in great shape.

So the basic moral to the story is, listen to the little voice in your head. Had I not done that, the drum would surely have come apart and there is no telling what fun things could have come apart, on one the many up and down hills on this tour. And there was absolutely no noise or other unusual symptoms of this loose drum.

And when Linda heard where the part I showed her came from and what could happen if driven, the big voice (hers) then kicked in, the big voice then agreed with the little voice.

Note from the editor:
Special thanks to Tom Moorehead for submitting this article

**Sometimes I wake up grumpy,
other times I let her sleep.**

A bumper sticker posted in the Old Huntsville Magazine



Rhubarbs in a manifold cooker by Tom Moorehead

Cut up 2 cups of rhubarb into 1/2" slices. Add 1 cup sugar. Add 1/4 cup of water. Stir contents in a bowl. Add to cooking bag and put in manifold cooker.

Drive around until rhubarb is hot and tender and add more water if needed. Stop at ice cream shop. Ask for ice cream in a dish. Pour hot rhubarb over ice cream and enjoy.

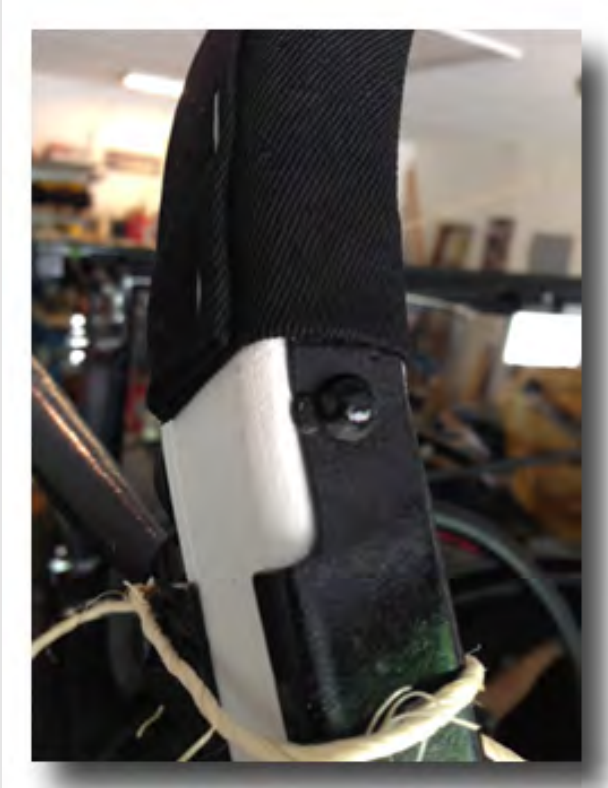


Note from the editor:
Special thanks to
Ralph Williams
for submitting this
article

Upholstery Tips by Ralph Williams

I recently wanted to put new upholstery and top on a 26 roadster I bought a few years ago. I was pretty intimidated doing upholstery but wanted to do it myself. So I started last year buying seat springs upholstery and top and then waited for warm weather.

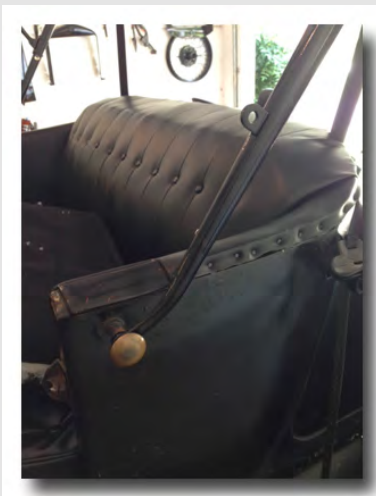
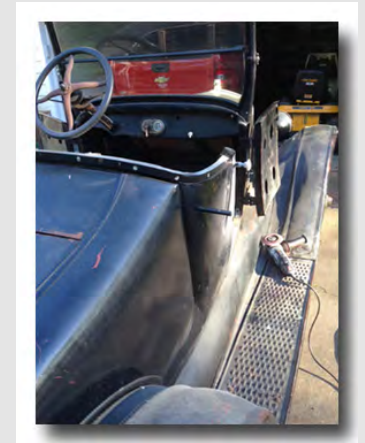
I started with bows getting cracks welded, blasted and painted. New wood for strait pieces (I used Maple) then used AZEK to bend for radius nailers on sides where you have to bend wood or bend and glue strips of wood in. The AZEK is cellular PVC that can be bent easily with a Heat Gun and holds nails a staples just like wood. It can be bought at Lowes and Home Depot in various thickness and widths. I ripped and rounded the corners to suit, got out my heat gun and bent the pieces in on all the bows. I recommend using welding gloves to bend pieces in place. They do get hot!



After bows were done I just followed the directions that where provided and used YouTube videos to guide me in wrapping them and getting them ready to install on car.



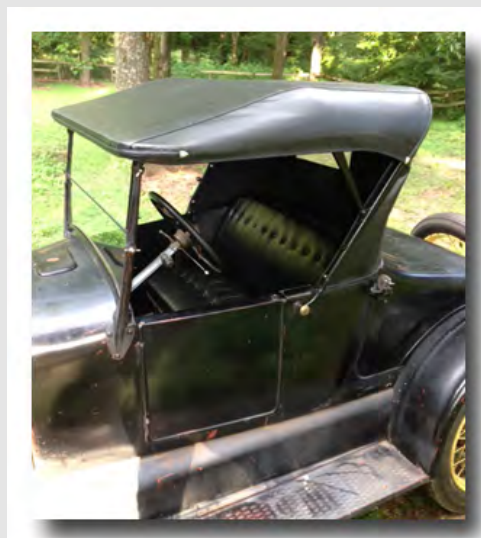
I then turned to upholstery which has to be done before installing top. Check out all the wood and make sure it's worthy of holding nails and it is secure to the car. I again used AZEK or Cellular PVC board to replace tack strip. Ripped it to size needed and painted two sides of it black just in case the white peeked through upholstery. I put in a few more bolts on tack strip to hold in place while bending.



I then put in kick panels and installed seat back as directions pretty easy its already to go just nail in. Just make lines and buttons straight and follow directions. Seat upholstery same thing it just fits in groove of your new seat springs line it up and hog ring and bend over metal channel. Pretty easy.

Looking at upholstery and seeing how good it looks I am ready to tackle the top. Put on top bows and follow directions on where the bows need to set and tie strings from front to back so they don't move or slip out while installing top.

Install pads and top and and enjoy the fruits of your labor. Doing all this was a lot of work and was frustrating at times but I like doing my own work. All this took me about 3 months to complete working a few hours on weekends, between cutting grass and visits from the grand kids. Have fun and Drive Safe!



Purist....Look the Other Way

Don't get me wrong, I like model T's pretty much the way they came. I also like them not wore out which is why I submit the following. Moving parts require grease or oil on a regular basis. Two areas that are most often overlooked are the caps for the radius rod and the drag link ends. These were designed to be removed and the joint greased by hand periodically. It is a pain to have to do it which is why it doesn't get done as it should.

I figure I've removed mine for the last time as I installed zerk fittings. It now takes only seconds to replenish the grease in these locations.

To do the caps, there isn't enough meat in the cap itself to drill and tap. I brazed a 1/4-28 nut to the cap, drilled a hole in it and installed a 1/4-28 zerk fitting. These caps are replacement parts available from our vendors and they are cast steel. I wish they would cast them with a boss that could be drilled and tapped as that would make it easier. It isn't that hard if you have to means to braze.



Once installed, a couple shots of grease every so often will go a long ways to save wear in this joint. Most cars only receive grease here when the engine is installed (if they even get it then). Tractor Supply sells 1/4-28 grease fittings. If it bothers you, you can paint it black.

You can do the same braze the nut on the cap thing on the drag link caps or, drill at an angle and tap the drag link itself and then install the zerk fittings as shown.



Just angle your drill bit so that it exits into the joint.

Overall, this isn't more than a one beer level of difficulty (ok, maybe two if the temp is over 95).

If doing all three caps, you can order new steel ones and likely eliminate some wear as well as providing a greasing point. *Gary*

Note from the Editor:
Special thanks to
Gary Tillstrom
for this submission



MTFCI TOUR

Mark and Paula Gember took their 1926 Runabout to upstate New York for the 60th Annual MTFCI tour held July 17-22. The “Finger Lakes, Farmlands, and T’s” tour was based out of Auburn, New York, and encompassed miles and miles of farmlands, beautiful lakes and beaches, quaint towns and villages, and captivating scenery throughout the rolling hills and countryside.

More than 300 cars came in from all over the United States and Canada. One avid British couple flew in “across the pond” from England and toured with the stateside car they store on Long Island. Most notably, there was a 92 year-old who was participating in his first-ever Model T tour because, as he stated, “it is a big interest and it is keeping me feeling young (or at least younger!)”

Highlights of our tour included:

A drive to Owasco Lake for the car show and judging followed by a chicken barbecue and, of course, ice cream! We entered our Runabout on a whim, and placed 3rd out of 26 entries in our category. The most interesting and most awarded entry was a Model T-era Indy race car built on a 1927 chassis with Rajo overhead cams, oil injection, and dry sump that ran on racing alcohol. Boy, was it LOUD!

A trip to Seneca Falls, inspiration for “Bedford Falls” in the movie “It’s a Wonderful Life,” starring Jimmy Stewart and Donna Reed. We met “Zuzu” and “Janie” (George Bailey’s young daughters in the film) as they commemorated the film’s 70th anniversary at the film’s museum there. Our tour included crossing the bridge that “Clarence”, George Bailey’s guardian angel, jumped from.

Several scenic drives around the Owasco, Seneca, Cayuga, and Skaneateles, four of the seven lakes in the Finger Lakes region. We toured a mansion, several majestic mid-1800’s homes, and a general store with owner’s residence upstairs that still contained its original merchandise, home furnishings and artifacts from when it closed its doors at the start of WWII.

A drive through several small towns nestled along the shores of Lake Ontario, one of the five Great Lakes. We were amazed at all the lush croplands, vineyards, and rolling hills dotted with Amish farms.

A tour along the Erie Canal, past several of the canal’s old locks, and across several Model T-era steel bridges that span the canal. Completed in 1865, the 363 mile Erie Canal and its 36 locks created a crucial waterway for barge travel from Albany to Buffalo, thus connecting New York to the Great Lakes.

A visit to two private car collections- one had a very early unrestored 1913 Model T touring. The other was an antique police car collection that included a Model T police car and paddy-wagon.



Our '26 on the judging field



another view on judging field



"Zuzu" at It's A Wonderful Life Museum



Visiting Seneca Falls, Bedford Falls" in the movie



Model T Indy Car



Model T Indy car



T paddy wagon & police car



Very early 1913 Touring

This was on a 1914 Model T Touring car...it's only on the passenger side headlight. The owner said it was on the car when he bought it had never seen one before and wasn't sure what it was for. Thought it might a good "what is it?" sidebar you could put in the newsletter.



Note from the editor:
Special thanks to
Paula Gember
for submitting this
article



Pot Roast in a Model T Cooker

by Frank & Carole Fenton

submitted by Bonnie Ohlrogge

- * Line the cooker with wide Aluminum Foil. The best way seems to be to use the foil lengthwise, with a piece of foil about 3 times the length of the cooker.
- * Cut good roasting beef, potatoes, carrots and onions into small pieces (cubes no larger than $\frac{3}{4}$ inch work well).
- * Start with the beef on the bottom, then a layer of potatoes, carrots, onions, then start over with the beef, potatoes, etc.
- * Fill the foil with water, fold over and seal. Try to get some water between the foil and the cooker also.
- * Put the cover on the cooker and drive about 50 miles adding water if necessary to keep it from boiling dry.

Some Good News!

- Kim and Carolyn Doty are grandparents! Elanor Kathryn Kalb, July 3, 2016, Parents Bryan and Rebecca Kalb
 - Larry Williams just had his 80th birthday. For the new members who are not familiar with Larry, he and his wife Carolyn are part of a small group of model T enthusiasts who started The Tennessee T's Model T Club. Happy Birthday Larry!
 - The bad news is that Brian Robinson has not been able to drive his Model T. The reason is, he suddenly went numb on the left side of his body in June. The problem is within his spinal cord. The good news is that after 5 MRI's and other tests, and being referred to Vanderbilt for diagnosis and possible treatment, no cancer has been found and his feeling and coordination are gradually coming back. He now is able to drive his 1927 Tudor for short drives and Vanderbilt allowed him to return to work on August 1.
-

On the mend

John Zibell, from Huntsville will be in for shoulder surgery in the first week of September. We pray that all goes well!

Tidbits

Ken Jack sent me a note. It seems he was watching Jay Leno's Garage a few nights ago and there was a segment on the show about a Model T speedster owned by a man in Oregon. Jay got a chance to drive the car. Ken would like anyone who did not see the show to be able to view a portion of the show and be able to see the car. Follow this link <https://youtu.be/Paiqx1FuwVw> . Thanks Ken!

Warning! A bit **OFF-TOPIC** for a Model T club's newsletter, but some of you might find this following website interesting, as well as bringing back some old memories. Others may not be interested, so move on. I say this because many of you, like myself, grew up spending a lot of time on the Tennessee River. I know that many of our club's founding members worked for the **Tennessee Valley Authority** and I know that several of our current members are employees of the TVA, at this time.

We currently have a member, **Rick Moore**, who is a tug boat operator on the Tennessee River in and around Pickwick Lake. One of my fondest Model T memories was the ferry crossing on the river west of Erin, TN. Suzi and I hope that someday there will be another club tour crossing the river at this location.

My family spent many hours and days fishing, boating, camping, skiing, cooking, and if my Daddy said "Who wants to go to the river?", he got a unanimous "I do!!" from us 3 kids and Momma.

There is a website titled **A Secret History of American River People**. The website is not entirely about the Tennessee River, but many stories and articles are about the River and the people, like us, who have made it part of our lives. Visit this website and plan on staying a while. Especially watch the video about the Shantyboat Runabout by Wes Modes.

Wes Modes is currently floating the Tennessee from Knoxville to the end of the river. There are daily reports, and at present he just passed Triana, Alabama, and is headed back to the northwest. **His postings change daily**. Click on this link for the website <http://peoplesriverhistory.us/>